

CLASSIFICATION

COUNTRY East Germany

REPORT

TOPIC Koethen Airfield

25X1-

EVNATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

4 February 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. [redacted] following days, no civilian aircraft was observed at Koethen airfield 25X1

21 and 30 December. There was air activity [redacted] or U-MiG-15s which 25X1 approached from the direction of Dessau.

31 December and 7 January. No air activity [redacted] or MiG-15s which 25X1 approached from the direction of Dessau. On 7 January at [redacted], the door of the [redacted] hanger was opened and a MiG-15 [redacted] MiG-15 was pushed to the [redacted] apron in front of the hanger. The aircraft [redacted] covered with a tarpaulin and subsequently towed by a truck to the western [redacted] and parked there. Additional aircraft were seen in the southeastern hanger [redacted] other hangars remained [redacted].

12 January. A number of individual take-offs [redacted] by MiG-15s or U-MiG-15s which practiced aerobatics. All of the exercises [redacted] made in the vicinity of or over the field. The aircraft remained [redacted] for 20 to 30 minutes. They [redacted] starting from an altitude of 2,500 meters [redacted] flattened out at 1,000 meters, climbed, and subsequently made a left [redacted] a right roll. This exercise was repeated [redacted] or 4 times. The rolls were [redacted] performed with [redacted] accuracy. ILLEGIB

2. No changes were observed in the radio and radar installations at the southern edge of the landing field. On 7 January, 2 [redacted] trucks were parked in front of the western hanger between the revetment [redacted]

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[redacted] 25X1

6. The following air activity and aircraft were observed at Koethen airfield between 4 and 15 January 1955:

4 January. There was air activity between 1215 and 1430. The snow cover on the runway was not removed but both edges of the runway had been marked with conduct. At 1358, a two-seater aircraft [redacted] landed at the field. This aircraft seemed to be longer and thicker than the other MiG-15s or U-MiG-15s. Five swept-back jet fighters landed between 1240 and 1315 and several individual take-offs were made between 1350 and 1405. A total of 27 MiG-15s or U-MiG-15s were counted. At 1425, an element of 2 MiG-15s was seen in the vicinity of the field from a large distance.

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5 January. No air activity was observed. A row of 14 MiG-15s or U-MiG-15s was seen in front of the southeastern hangar and 8 aircraft, [redacted] were parked in front of the northeastern hangar. The swept-back jet fighter with a fuselage which was longer and thicker than the fuselages of other aircraft, which had been observed on 4 January, was parked on the ground in front of the northeastern hangar. It was surrounded by a group of personnel. Its cabin roof was open.

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14 January. Air activity was heard during the noon hours. Between 1635 and 1745, a radio truck was parked between the revetments in the north stern corner of the field. Two MiG-15s or U-MiG-15s [redacted] were parked on the dispersal area of the alert aircraft. A sentry was posted near the alert planes. Six soldiers went into the newly built house on the alert site, switched on the light and lit a fire. After some minutes, smoke rose from the two smokestacks. About 3 meters aft of the alert aircraft was a small two-wheel cart. Two equipment trucks, 2 canvas-covered trucks and 1 tank truck were also parked in the vicinity.

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15 January. No air activity was observed, nor were radio trucks seen at the field. Six MiG-15s or U-MiG-15s [redacted] were parked in front of the eastern hangars. Maintenance work was being done on the aircraft [redacted] and their jet engines were test run. The fuselages of these 2 aircraft seemed to be longer and thicker when compared with the MiG-15s and U-MiG-15s parked in the vicinity. The cabin roofs of the 2 aircraft were slit open to the rear.

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7. On 14 January, no changes were observed on the radio and radar installations in the southern section of the landing field.

8. A total of 30 to 40 soldiers practiced with several four-barreled AA guns in the area north of the athletic field and the heating plant. Two of the guns were definitely identified on single-axis trailers and another gun could not be clearly observed because the view was obstructed. Just 5 ft of the 4 barrels was a drum-like device 80 to 90 cm in diameter.

9. After the heavy storm on 10 January, some parts of the fence around the field had fallen down giving a better view to the field.

1. [redacted] Comment. It is believed that Koethen airfield is still occupied by 1 fighter regiment and 1 reconnaissance regiment equipped with MiG-15s. Air activity was intensified during January. There were local flights, flights in elements of two and aerobatics for further training purposes of the flying personnel. A swept-back jet fighter [redacted] which had different constructional features than the previously observed MiG-15, was observed for the first time on 4 January 1955. This information which had previously been reported [redacted] only still requires confirmation before account can be given. Aircraft [redacted] was observed in Puehntz in 1953. [redacted]

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2. [redacted] Comment. All of the motor vehicles [redacted] mentioned were reported for the first time and apparently belong to new air force series.

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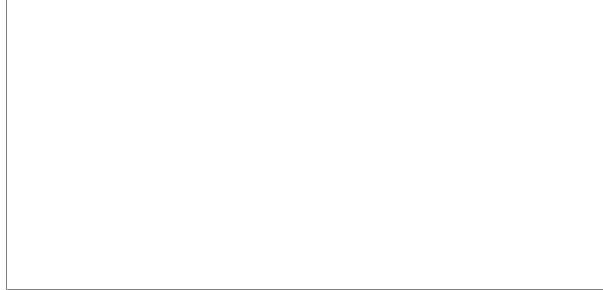
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- [redacted] Comment. Four-barreled AA guns were observed for the first time at 25X1 Kootzen airfield. Such AA guns had already been observed at Wernauchen airfield in June 1954.



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